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- d. The largest telephone exchange of MAV had already been inaugurated in 1951 on the premises of the Budapest directorate. MAV had never had so large and up-to-date a telephone exchange as this one.
  - e. For the larger shunting stations, twenty-five wireless telephone sets with ultra-short wave, had been converted as locomotive radio sets. The experiments on the Budapest-Ferencváros shunting station were as good as completed.
  - f. At Tapolca a central radio and telewriter office had been set up. It also served the purpose of the traffic direction service.
  - g. On the Siófok - Balatonboglár line several new electro-dynamic station safety-devices had been successfully tried out. The devices were fitted to insulated points. The only disadvantage of such devices lay in the fact that careless engine-drivers often blow cinders down on to these points. These cinders fall on to the insulation, become wet by reason of rain or snow and cause short circuiting, so that the signals on free tracks show signs as if a train were approaching. Another difficulty arose through the cutting off of current frequently effected on urban electrical networks. In such contingencies the points had to be operated by hand. In order to obviate this difficulty, motor-engines, run on gasoline had been installed for these stations and, during a current stoppage, were set in operation to produce electricity.
  - h. Also, for the station Budapest - Kelenföld and Nyiregyháza, electro-dynamic devices were being set up (See point g).
  - i. The entire operations here mentioned were being carried out under the direction of a departmental head in the general directorate, Imre Kmetty.
3. From this, as also from another article, in the periodical Socialista Vasutert (For the Socialist Railway) intensive efforts are being made to speed up this modernization. The work is hampered by certain difficulties. These are as follows:

Re a, c, and h: Shortage of material for the wiring.

Re e: The Hungarian radio industry lacks sufficient experience for the manufacture of such radio sets. As to importing them - there is not enough of the necessary foreign currency available.

Re g: The gasoline-run motor engines have long been on order but are still not delivered.

Re a, c, and h: The Telefongyár (Hungarian Telephone Factory) is always in arrears with regard to its deliveries, every electro-dynamic set being overdue when delivered.

With regard to these operations a very characteristic defect has been mentioned:

"Measuring tapes bought through the Materials Bureau differ in length. It has happened that 2-meter length measuring tapes have been shorter by 22 mm. than a normal, accurate measuring tape".

#### 4. Additional Remarks

Re a. The central office of the traffic direction service or travel direction service was a military institution of the second World War, which functioned very well. The main office, then as now, was a concrete cellar of the Budapest General directorate at Szatlin u.73-75.

Re c. As far as it is known, the traffic direction service is still equipped in regard to the following lines:

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Budapest - Székesfehérvár - Nagykanizsa,  
 Székesfehérvár - Celldömölk,  
 Budapest - Dorog - Esztergom,  
 Esztergom - Kenyérmező - Alsószőlő,  
 Dorog - Tokod,  
 Záhony - Nyíregyháza

Re e: It is thought that the so-called locomotive wireless sets for the directors of the travel service were intended for the eventuality of the telephone wires being damaged and unusable.

Re f: During the second World War a few wireless sets were bought for the Military Traffic Direction Service (KSzV= Központi Szállításvezetőség). Of these a few have remained in workable condition.. For this purpose MAV bought the wireless transmitter, type AS 33, with wave-length 300-3000. Similar sets are now built according to this pattern.

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Annex: Sketch-map of railroad lines with safety devices in Hungary.

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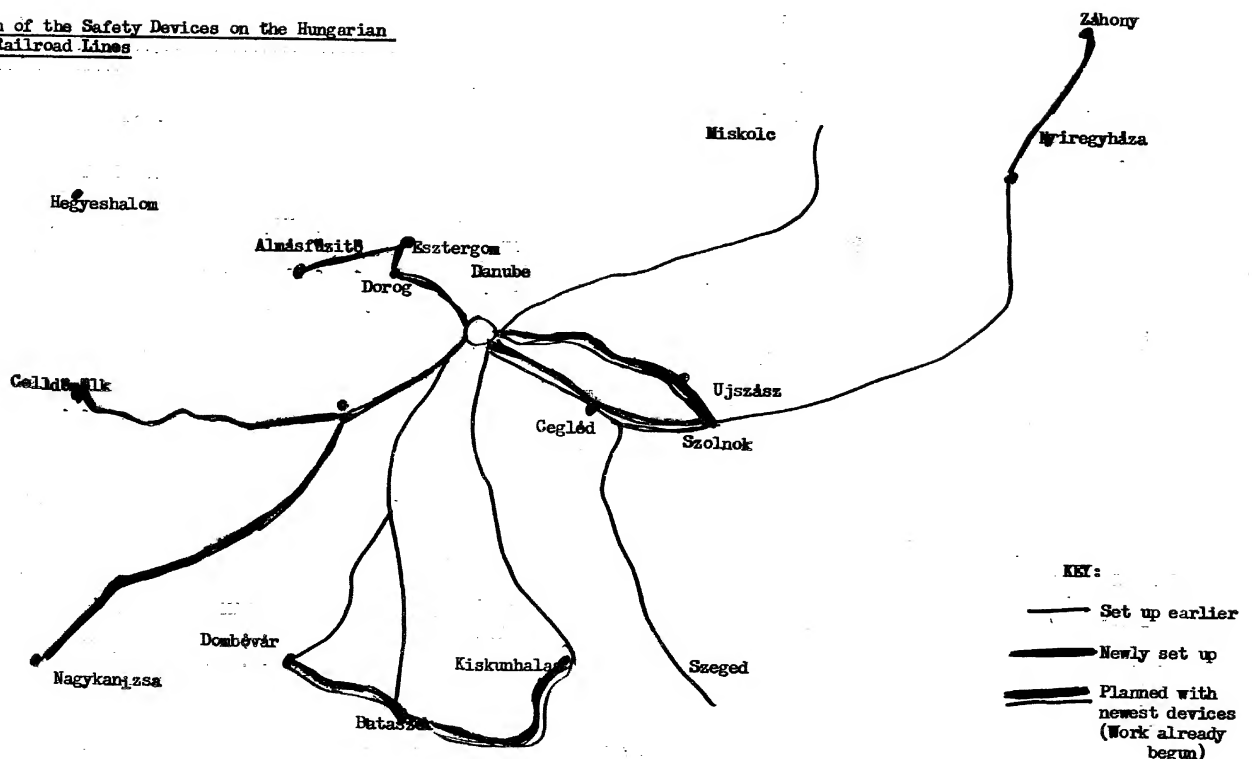
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Modernization of the Safety Devices on the Hungarian  
State Railroad Lines

No scale



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